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**SECRET**S-E-C-R-E-T

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Freight trains move on the Stalingrad System very slowly.

So far the Ministry of Transportation has given little attention to developing the track and stations of the Stalingrad System. It is time to start the reconstruction of the Stalingrad rail center. Reconstruction and expansion of the station and tracks on the approaches to the Stalingrad hydroelectric station have not been begun, and already there are delays in the delivery of freight to the construction areas.

A majority of the freight arriving at the construction project must be ferried from the right bank of the Volga to the left. There is a railroad car ferry in the construction area, but only one ferryboat is being operated, while two more boats in good condition stand idle. The administrators of the Stalingrad System, instead of putting these other ferryboats into service, have decided to route freight from the right bank to the left through Saratov. The Stalingrad power station project has already paid more than 1½ million rubles extra for the extra hauling through Saratov.

To guarantee the ferrying of freight across the Volga, it is necessary to reconstruct the ferry slips, making the concrete, to reconstruct the track, and to put some good ferries on the line.

On the left bank of the Volga, directly across from the construction project, there is a branch line of the Ryazan'-Ural System. After the dam has been built, the Ryazan'-Ural System will be connected with the Stalingrad System, and Stalingrad will be on the route linking the Donetsk Basin and the North Caucasus with the republics of Central Asia, Siberia, and the Urals. But at present this branch is in the most run-down condition. It cannot handle half of the trains going to the construction site. In addition, the branch has no sources of water. It is necessary to consider transferring it to diesel traction and building depots and other service installations necessary for the operation of diesel locomotives.

The indifference of the Ministry of Transportation to the question of assuring access to the construction project is most intolerable to the construction workers. -- article by F. Loginov, head of the Organization for the Construction of the Stalingrad Hydroelectric Power Station.

TRACK LAID FOR KUYBYSHEV GES PROJECT -- Baku, Bakinskiy Rabochiy, 2 May 51

With the coming of spring, work on the construction of spur tracks to the Kuybyshev hydroelectric station project has increased. Dozens of kilometers of railroad line stretch along the right bank of the Volga. Construction of a railroad line on the left bank from Kuybyshev to the Kuybyshev project site has begun.

TURKMEN CANAL TO GET RR LINE -- Moscow, Gudok, 21 Mar 51

Railroad construction workers are preparing to connect the route of the Main Turkmen Canal with Ashkhabad with a railroad line.

RAILROAD CONSTRUCTION IN EAST LAGS -- Moscow, Gudok, 13 May 51

From year to year the Main Administration of Railroad Construction of the East has not been completing the first-quarter plan, and then does not manage to make up the deficiency by the end of the year. Disruption of the smoothness of operations, poor organization of labor, and unsatisfactory utilization of machinery cause an increase in the cost of the work. Of the administration's 22 construction organizations, only four completed the first-quarter plan for 1951.

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POOR TRACK ON TASHKENT SYSTEM -- Moscow, Gudok, 28 Feb 51

Track maintenance is poor on some sections of the Tashkent Railroad System. In 3 months there were more than 30 cases of rail failure on the Chilli maintenance section because of unsatisfactory running track maintenance, although the track had undergone capital repair last year. On the Kokand maintenance section the last inspection showed that 70 percent of the anticreepers were not effective. A large quantity of weakened bolts and loose spikes was also discovered.

The cause for this situation is that the track service of the system takes a liberal attitude toward defective work and the okrug track administration has not shown the necessary insistence on good-quality work.

Moscow, Gudok, 11 Mar 51

Steps have been taken to remedy the poor track conditions on the Tashkent System.

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